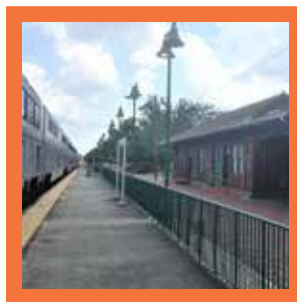




# TANGIPAHOA 2048

## METROPOLITAN TRANSPORTATION PLAN

FOR THE SOUTH TANGIPAHOA  
METROPOLITAN PLANNING AREA



ADOPTED DECEMBER 2018  
FOR FY2019-2048





## 2048 METROPOLITAN TRANSPORTATION PLAN

SOUTH TANGIPAHOA METROPOLITAN PLANNING AREA

ADOPTED DECEMBER 11, 2018

REGIONAL PLANNING COMMISSION  
10 VETERANS MEMORIAL BLVD  
NEW ORLEANS, LA 70124

PHONE: 504.483.8500

FAX: 504.483.8526 (FAX)

Email: [rpc@norpc.org](mailto:rpc@norpc.org)

WEB: [www.norpc.org](http://www.norpc.org)



The preparation of this document was financed in part through grants from the U.S. Department of Transportation, Federal Highway Administration, in accordance with the Fixing America's Surface Transportation Act.

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# INTRODUCTION

The Regional Planning Commission (RPC) for Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany and Tangipahoa Parishes is a 54-member board of local elected officials and citizen members appointed to represent the public on regional planning issues. The Commission is supported by a staff of professionals with a diverse range of expertise including transportation, land use, economic development, and environmental planning; as well as data management, analysis, and geographic information systems (GIS).

Among other roles, the RPC serves as the Metropolitan Planning Organization (MPO) for the South Tangipahoa Urbanized Area (UZA) and Metropolitan Planning Area (MPA). In this capacity the agency is responsible for planning the metropolitan transportation system and programming the expenditure of federal transportation funds allocated to the region. The RPC's mandate for regional transportation planning is established in a series of agreements with local governments, along with state and federal legislation. The most recent of these is the Fixing America's Surface Transportation (FAST) Act, passed in 2015, which provides requirements and guidance for the RPC's programs.

Regional transportation planning is accomplished through close coordination with a variety of partners, including elected officials; local, state and federal agencies; public transit providers; community and advocacy groups; and the public. The Transportation Policy Committee (TPC), which includes representatives from various transportation interests in the region, including transit agencies, railroads, airports, ports, and over the road freight, serves as the MPO policy board for the RPC.



## THE SOUTH TANGIPAHOA URBANIZED AREA AND METROPOLITAN PLANNING AREA

The U.S. Census Bureau defines an Urbanized Area (UZA) as a location that meets certain population density thresholds and that has a population over 50,000. Multiple municipalities, parishes, or parts thereof may be included in a single UZA, and by federal law, each UZA must designate a Metropolitan Planning Organization (MPO) to carry out a metropolitan transportation planning process that considers the needs of the entire region. The South Tangipahoa Urbanized Area, centered on the cities of Hammond and Ponchatoula, encompasses multiple municipalities and unincorporated areas in the southern half of the parish. In 2016, the total estimated population of the South Tangipahoa region was approximately 130,000.<sup>1</sup>

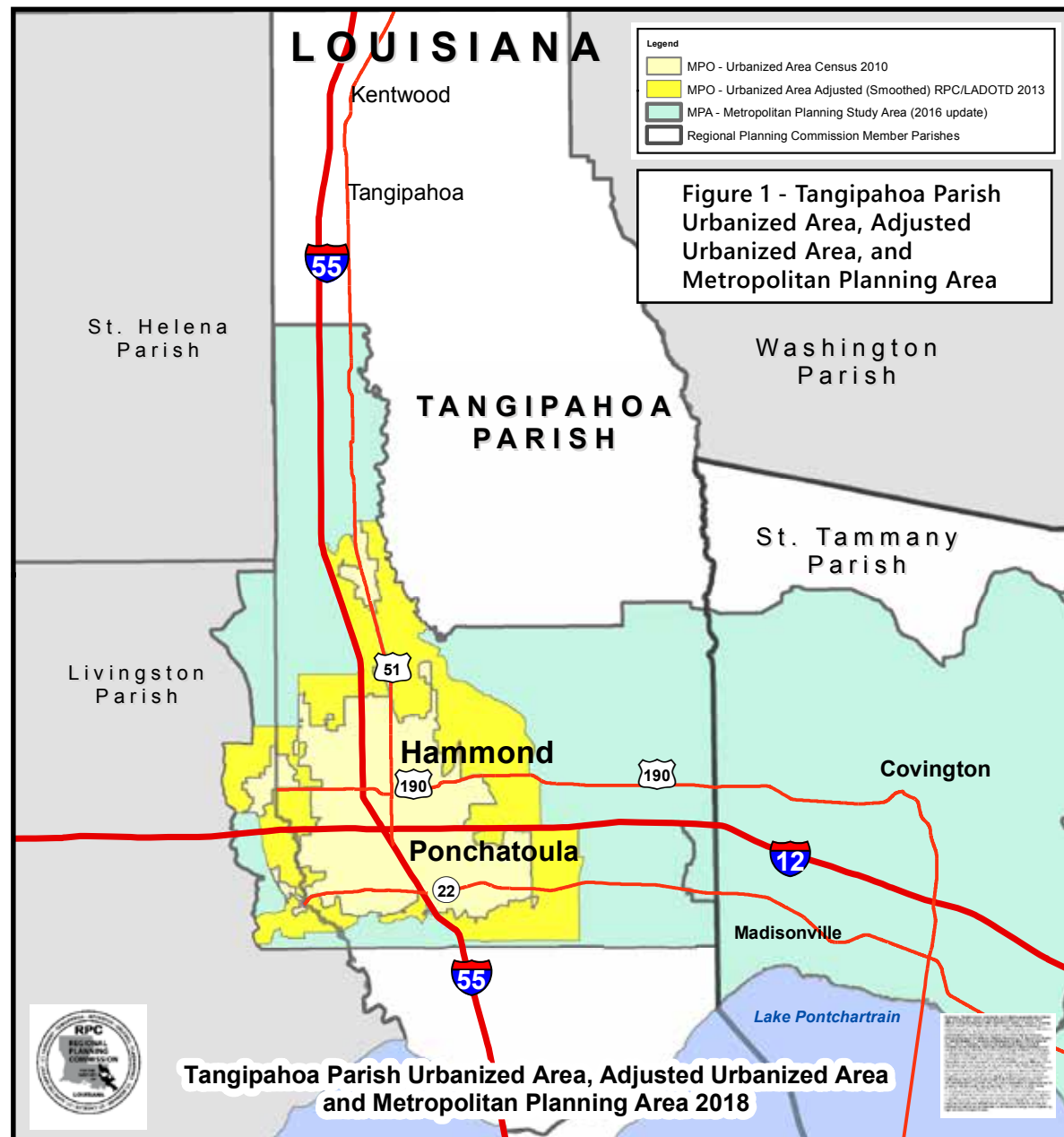
The UZA boundaries established by the Census Bureau frequently exclude portions of roadways, developed areas, or other important features that should logically be included in the transportation planning process. For this reason the RPC, in consultation with the state and local governments, creates adjusted or “smoothed” UZA boundaries that are inclusive of those features critical to regional planning efforts but which are not within the boundaries originally created by the Census Bureau.

The long-term nature of regional transportation planning also requires the RPC to consider areas that are not yet urbanized but may become so in the future. In consultation with local governments, and in agreement with the Governor, the RPC has identified the parts of the region that are likely to become urbanized in the next 20 years. These areas, combined with the existing UZA, are collectively known as the Metropolitan Planning Area (MPA). In addition to the South Tangipahoa MPA, the RPC also serves as the MPO to three other MPAs: Mandeville-Covington, New Orleans, and Slidell.

## THE METROPOLITAN TRANSPORTATION PLAN

There are two complementary planning documents to meet the MPO responsibilities to prioritize projects in the region. The first is the Metropolitan Transportation Plan (MTP). It is the chief legal document reflecting the resources, the fundamental planning process, and the selection of projects for the region. The MTP describes the long-term transportation needs and goals over the next 30 years. The second, the Transportation Improvement Program (TIP), details funding and programming for the first four years of the plan.

<sup>1</sup> ACS 5-Year Estimates (2012-2016)



## THE METROPOLITAN TRANSPORTATION PLAN, CTD.

The MTP is a 30-year forecast of transportation improvements and projected funding in the MPA. It incorporates policy considerations and related long term-impacts. Discussions with parish officials and planning departments encompass land use changes, population growth and density patterns, and commercial and residential zoning questions. Any effects achieved or desired, resulting from improved Transportation System Management, are also carefully included when preparing the MTP. The MTP is fiscally constrained and therefore is revised every five years so that newly identified projects can rotate on to the list if they are deemed a high priority. All regionally significant projects are identified in the plan regardless of their funding source; and in many cases, projects are funded with combinations of state, federal, and local funds.

The Highway and Transit elements of the MTP are divided into three tiers that correspond to expected implementation dates. Tier I of the MTP is also the TIP for fiscal years 2019-2022. The TIP for the South Tangipahoa Urbanized Area is therefore a biennial update of the first four years of the MTP. This provides an immediate map for upcoming projects and implementation phasing. It is a baseline, with emphasis on the first two years, while years three through four give an outline of projects in the pipeline. It is the opinion of the RPC that the inclusion of these future projects is warranted to best inform all stakeholders well in advance of potential start dates. No project will be accepted into the annual TIP unless it is in accordance with the policies, goals, objectives, strategies, or projects in the MTP.

Tier II projects are those improvements that are in the planning and development stages between the fiscal years 2019-2031 that are expected to advance towards implementation based on funding availability.

Tier III projects are longer-range projects, typically complex to implement (fiscally, environmentally, etc.) and “illustrative” projects that are deemed necessary but are as yet without an identified funding source. All regionally significant projects are reflected in the TIP and MTP documents.

This document also takes into account the extensive efforts that went into the formation of the Tangipahoa Parish Comprehensive Plan, which was initiated in 2007 and was adopted by the Parish Council and Parish Planning Commission in 2008. This plan details the Parish’s vision and action plan for the next 20-25 years, and includes goals for guiding development, improving economic opportunity, and protecting natural resources. This MTP will work in concert with the stated goals and objectives of the Comprehensive Plan, particularly regarding maintenance and development of the Parish transportation network. Specific transportation projects identified in the Comprehensive Plan are included in the MTP to illustrate parish priorities and to advise the public of projects that may be incorporated into the formalized TIP process at a later date.

## VISION & GOALS

The RPC's Vision and Goals for long-term project selection and development processes were developed through consultation with local, state, and federal officials, RPC staff, and the general public.

The Vision is an overarching description of the RPC's role in regional transportation planning, and it describes the values to which it aspires as an agency. The Goals will guide the RPC's activities as it develops transportation programs and projects for Tangipahoa Parish.

All attempts will be made to select, prioritize, and implement projects based on their ability to satisfy one or more of the goals, which will in turn achieve the vision.

Project selection is further guided by the streamlined, performance-based, and multimodal approach outlined in the FAST Act, with an emphasis on the key factors outlined in the Act:

- supporting economic vitality;
- increasing safety and security;
- enhancing accessibility and mobility;
- protecting the environment;
- improving connectivity across and between modes;
- promoting efficient management and operations;
- preserving the existing transportation system;
- improving resilience and reliability; and
- enhancing travel and tourism

### VISION STATEMENT:

It is the mission of the Regional Planning Commission to plan, build, and maintain a transportation system that fulfills the critical roles of connecting people and communities, and facilitates the efficient movement of goods across our region.

In order to do so, our transportation system must be designed and well maintained for the safety and accessibility of its users. To fulfill this mission for current and future generations, it should be planned with innovation, fiscal responsibility, cultural and environmental stewardship, and in collaboration with the public it serves.



## GOAL 1: SAFETY

Continually improve the safety of the regional transportation system for all users.

No transportation investment should create a risk for its users. A priority for every project will be increasing safety on the transportation system for all existing and potential users, particularly those that are most vulnerable.

Transportation projects will only be advanced if they include all possible considerations for the maintenance or improvement of system safety, regardless of the purpose of the project. Moreover, the RPC will continue to implement projects with the explicit purpose of improving system safety.



## GOAL 2: STATE OF GOOD REPAIR

**Protect and maximize previous investments through comprehensive and timely infrastructure maintenance and modernization.**

The transportation system in Tangipahoa Parish represents a massive public investment that provides the backbone for nearly all activities that take place in the area, and its maintenance is one of the RPC's most important tasks. The RPC recognizes that system preservation does not simply extend the useful life of investments made in the past; it also prevents the need for expensive mitigation of the effects of deferred maintenance.

A balance must also be struck between new infrastructure and more efficient use of the existing system. New infrastructure can take the burden off parts of an aging system, but in turn stretches maintenance resources even thinner. More efficient use and preservation of the existing system can be less expensive than new construction, but an overburdened

system sacrifices functionality and requires more frequent and intensive maintenance. Emphasis should be placed on maintaining and enhancing the multimodal functionality of existing infrastructure before investing in the addition of new roadway capacity. Transportation facilities should be designed in a way that can endure anticipated future conditions, including routine use and extreme events.

In the future, preservation projects such as overlaying or reconstructing roadways will remain a substantial component of the RPC's work program. The RPC will also continue to support the preservation of infrastructure critical to other modes, such as transit vehicles and sidewalks, by working with partner agencies and providing guidance and assistance where necessary.

## GOAL 3: LIVABLE COMMUNITIES

Coordinate transportation investments with other community needs to strategically foster more livable neighborhoods and an overall higher quality of life for the region.

The transportation system is inextricably linked to community livability. It is the physical link through which people connect with each other and access work, recreation, and basic necessities. A seamless, easy-to-use transportation system improves community livability by making everyday tasks easier to accomplish. The transportation system should efficiently connect people to the region's services and opportunities, be appropriately scaled to the community context it serves, and should be accessible and welcoming to all, whether they are traveling by public transportation, bicycle, foot, mobility aid, or personal motor vehicle.

Moreover, the physical infrastructure that makes up the transportation system forms an integral part of every community's public space. It has a direct and powerful impact on the physical appearance of a community, and more importantly the manner in which community members can interact with each other and their living environment. This important connection means that transportation infrastructure strongly impacts a community's dynamics, its sense of identity, and its residents' quality of life – all of which contribute to the overall concept of community livability.



Recognizing the impact that its work has on the community, the RPC will seek to implement projects that have a positive impact on community livability. Achieving this goal will require the consideration of project impacts beyond basic measures of mobility, such as accessibility and context-sensitive design. Improving livability may also require coordination with entities that have not traditionally been a part of the transportation planning process, including housing agencies, economic development organizations, and advocacy groups. Integrating the RPC's efforts with those of other, non-transportation related agencies is key to improving overall community livability.



## GOAL 4: STEWARDSHIP

**The transportation system we create today should positively impact the cultural fabric of our communities, and should be both financially and environmentally sustainable for future generations.**

An ever-increasing awareness of the impact transportation has on the environment has led planners to give a greater consideration to environmental sustainability in their decisions and recommendations. The effects of fossil fuel use on air quality and climate change are well documented, as are the impacts on water quality by urban runoff caused by non-point source pollutants such as automobiles.

Transportation decisions also affect environmental sustainability through the relationship between transportation and land use patterns. New or improved transportation infrastructure can encourage new development or more intensive land uses, which have the potential to degrade the environment if not properly managed.

Recognition of the potential for transportation decisions to affect environmental quality requires the RPC to closely consider and plan for the impacts of its implemented projects. In practice, this can mean supporting the implementation of projects that encourage infill development, more intensive land uses

in already developed areas, and more selective implementation of transportation projects that will induce greenfield development or increase demand for single-occupancy vehicle travel. Considerations of environmental sustainability also indicate the need for increased transportation mode choice, giving travelers the ability to choose the mode that best meets their needs while also resulting in the least severe environmental impact. Such strategies are not intended to inhibit economic growth or eschew the land use and travel preferences of regional stakeholders. In fact, through more efficient and strategic land uses and transportation choices, both economic development and quality of life can be enhanced while also contributing to environmental sustainability.

Just as the RPC is tasked with ensuring the natural environment remains viable in years to come, it must work to develop and maintain a transportation system that is not a financial burden on future generations. The RPC has a responsibility to strategically program funding in such a way that most efficiently and effectively uses limited resources to achieve regional transportation goals. Considerations of eventual maintenance, repair, and replacement of new infrastructure should also be central to the decision-making process.

## GOAL 5: ECONOMIC DEVELOPMENT

**Utilize the strong link between infrastructure and the economy to encourage economic development, growth, and resilience.**

Transportation infrastructure directly impacts the regional economy in a number of important ways. It provides a means for workers to access employment and allows customers to access businesses. Businesses use it to deliver goods and services, and it is the means by which visitors reach the region. Finally, the shipment of goods to, from, and through the region via all freight modes is a significant source of employment and revenue.

The transportation system also plays a critical role in future economic development. Business decisions are made, in part, based on the available transportation infrastructure because of the need to receive and send goods and services, and for customer access. Due to this relationship transportation investments can have a significant influence on the location of new development as well as the economic revitalization of existing areas. Providing better access to a neighborhood can support new and existing businesses, and the widening of a highway in an undeveloped area can draw new development. Alternatively, lack of access can contribute to loss of customers and economic decline in a neighborhood, or serve as a disincentive to new investment.

The significant relationship between transportation and the economy means that the RPC's transportation decisions can have a substantial

impact on the regional economy, as well as the development or revitalization of specific locations throughout the region. Individuals are also impacted in their ability to access jobs, affordable housing, and basic needs, an especially important consideration for traditionally disadvantaged or underserved populations. The RPC has a responsibility to not only recognize these impacts, but to strategically direct its transportation investments to those projects which will have the most positive impact on the strength and resiliency of the regional economy, both now and in the future.



## GOAL 6: EQUITY



The benefits we accrue from our transportation system should be shared by all residents of our region, and no person or community should suffer disproportionately from our decisions.

Transportation investments can have disproportionately positive or negative impacts on the most vulnerable and disadvantaged individuals in a community. They can provide much-needed access to jobs, healthcare, education, or other needs, and they can enhance community livability through improved safety, aesthetics, and amenities. At the same time, infrastructure changes that do not consider the community context can create or exacerbate existing environmental or economic disparities, or even physically damage the built environment.

The RPC recognizes the role that its projects play in enhancing opportunity and community livability, and will actively seek to ensure those benefits occur where they are most needed. All projects will also be carefully analyzed to mitigate or eliminate negative impacts, particularly where those impacts may fall on already-disadvantaged individuals or communities.

## PROJECT DEVELOPMENT PROCESS

Projects are selected for inclusion in the MTP through a comprehensive, coordinated, and continuing transportation planning process carried out by the RPC in cooperation with Tangipahoa Parish, the City of Hammond, the City of Ponchatoula, and the Louisiana Department of Transportation and Development (LADOTD). This planning process identifies needs in the planning study area, tests alternative solutions, and proposes allocation of financial resources.

Needs are identified through ongoing data collection and analysis activities such as the LADOTD traffic count program and the RPC congestion management process surveillance program. Input on system deficiencies and other needs are also received from parish and municipal technical and professional staff, local policy makers, and the general public.

Alternative solutions are compared through feasibility studies and various transportation modeling and analysis techniques. The RPC in conjunction with LADOTD has developed and maintains a long range transportation demand model, as well as micro-scale simulation models that can estimate the impacts that various projects or combinations of projects will have on the transportation system. From the comparative process, a set of proposed projects is put forth for consideration.

Allocation of financial resources is determined through a cooperative effort of the RPC, Tangipahoa Parish, and LADOTD. All three of these participants must agree on projects before they can be included in the MTP. However, in urbanized areas of under 200,000 such as that in Tangipahoa,

LADOTD is normally the lead agency in regard to these allocations. This is because LADOTD administers the statewide allocation of federal funds and the non-federal share for many projects comes from the Louisiana Transportation Trust Fund.

To aid the project selection and development process, the RPC engages in several programs aimed at clarifying needs and developing project and policy recommendations. Some of these are required by law, while others have been initiated by the RPC in recognition of local needs. In all cases, these programs are intended to identify the transportation needs of specific constituencies or interests that may not otherwise be brought to light during the project selection and development process. Together they ensure a metropolitan transportation planning process that takes a comprehensive view of the complex needs of the region. Several of the major programs that contribute to the project selection and development process are briefly described on the following pages.

## TRANSPORTATION SAFETY PROGRAM

Under the leadership of the North Shore Regional Safety Coalition (NSRSC), the RPC has moved forward aggressively with safety programming to reduce deaths and injuries. Safety planning is an essential goal within all tasks at the RPC and is inextricably linked to projects selected for inclusion in the TIP and MTP. It encompasses a range of activities and project types undertaken by the RPC.

### PUBLIC PARTICIPATION POLICY

Public input into the planning process is critical in the development of policies and projects that effectively serve the region's population. To provide an opportunity for general public input on the metropolitan transportation planning process, the RPC has developed a Public Involvement Plan (PIP) and initiated multiple strategies for soliciting input. The PIP was developed in coordination with local officials, business and civic leaders, transit providers, elderly and handicapped advocacy groups, minority businesses, and neighborhood organizations.

Data sharing with LADOTD has become central to the RPC's safety planning process, and the RPC regularly receives crash data from the state. Regional safety goals closely track the Statewide Highway Safety Plan goals. They include reducing fatalities and incidents associated with impaired driving, teenage drivers, occupant protection, and infrastructure. The MTP largely reflects work in the area of infrastructure, but the RPC also understands that operations management and behavior modification efforts through training and media campaigns are closely linked to improving safety.

Other elements of the RPC Safety Program include Intelligent Transportation Systems (ITS) and the ITS Early Deployment Strategic Plan that focuses on the freeway system monitoring and incident management. Safety issues also include information technology services, data mapping, imagery, and data accessibility and development, all in partnership with the Governor's Office of Homeland Security & Emergency Management (GOHSEP) at times of emergency and evacuation. Finally, the RPC regularly partners with LADOTD 62 Traffic Engineering to coordinate numerous evaluations of signalization, striping, timing and operations relevant to improving safety.

## NON-MOTORIZED TRANSPORTATION PLANNING

The RPC is committed to creating a complete and multi-modal transportation network that encourages and safely accommodates all modes of transportation, including bicyclists and pedestrians. RPC provides for the appropriate accommodation of bicycle and pedestrian facilities in all new construction, reconstruction, resurfacing and capacity increase projects within the policy guidelines of LADOTD, the Federal Highway Administration (FHWA), and local jurisdictions. RPC is proactively engaged in the ongoing development and implementation of education, enforcement, and encouragement programs to promote and improve safety for non-motorized transportation. These programs include training planners and engineers with national best practices, the development of a law enforcement manual, and radio and print media campaigns. As a policy, RPC has and will continue to work with various stakeholders to implement these important projects.

## INTERMODAL FREIGHT PLANNING

The RPC seeks to fully incorporating the needs of freight operations into the metropolitan transportation planning process. Southeast Louisiana is one of the nation's busiest freight destinations, and the maritime, rail, air, and truck cargo operators have needs unique from individual travelers. They furthermore have a substantial impact on non-freight related transportation, particularly contributing to traffic congestion. Via its quarterly Freight Roundtable, the RPC maintains an ongoing dialogue with trucking, rail, maritime, and freight cargo terminal operators to determine their needs at both the policy and project-specific levels.





## COORDINATED PUBLIC TRANSIT – HUMAN SERVICES TRANSPORTATION PLAN

The purpose of the Coordinated Public Transit – Human Services Transportation Plan (“Coordinated Plan”) is to identify the transportation needs of individuals with disabilities, older adults, and those with low incomes or financial resources, or those who are otherwise transportation disadvantaged. Special needs transportation is defined as any type of transportation that is suited to meet the travel needs of the transportation disadvantaged population. Such transportation options are as diverse as the populations they serve and the needs of those populations. This includes standard public transit fixed-route service to specialized demand response paratransit, ridesharing, taxi vouchers, and reimbursed volunteer drivers. The travel need itself can vary from access to work, medical care, childcare, education, and entertainment.

The Coordinated Plan describes the challenges of efficiently and effectively providing public transport to the special needs, transportation disadvantaged populations within the region, and provides potential strategies for confronting and overcoming these challenges. The Coordinated Plan therefore allows the RPC to consider the needs of the transportation disadvantaged within the larger planning process and to implement needed programs when appropriate.



## CONGESTION MANAGEMENT PROCESS

The RPC's Congestion Management Process (CMP) is an ongoing attempt to identify projects and policies that will reduce traffic congestion region-wide, with a special focus on those routes identified as most significant to regional mobility and accessibility.

The CMP focuses on four main tasks: Defining and Identifying Congestion, Selecting Congestion Reduction Strategies, Implementing Strategies, and Monitoring and Evaluating Performance.

Relying heavily on stakeholder input and an ever-expanding data collection program, the CMP is an ongoing initiative by the RPC to formally document its efforts to maintain and improve the efficiency with which people and goods move throughout the region.

Development and maintenance of a CMP is required of MPOs for urbanized areas with populations greater than 200,000. The New Orleans urbanized area meets this threshold, but the urbanized areas in St. Tammany and Tangipahoa Parishes do not. Nonetheless, the RPC has chosen to extend the CMP to include these Parishes for several reasons:

First, it is possible that in the future the urbanized areas of St. Tammany and Tangipahoa may reach the 200,000 person threshold, either due to merging of the existing urbanized areas or through population growth. Second, the North Shore's rapid economic and population growth necessitate a systematic approach to proactively mitigating traffic congestion. Finally, traffic movements between the North Shore and the New Orleans urbanized area are closely linked to congestion in both areas. Including them both in the CMP is a logical and responsible approach to alleviating regional congestion.

### CMP TASKS:

- 1) Defining and Identifying Congestion
- 2) Selecting Congestion Reduction Strategies
- 3) Implementing Strategies
- 4) Monitoring and Evaluating Performance



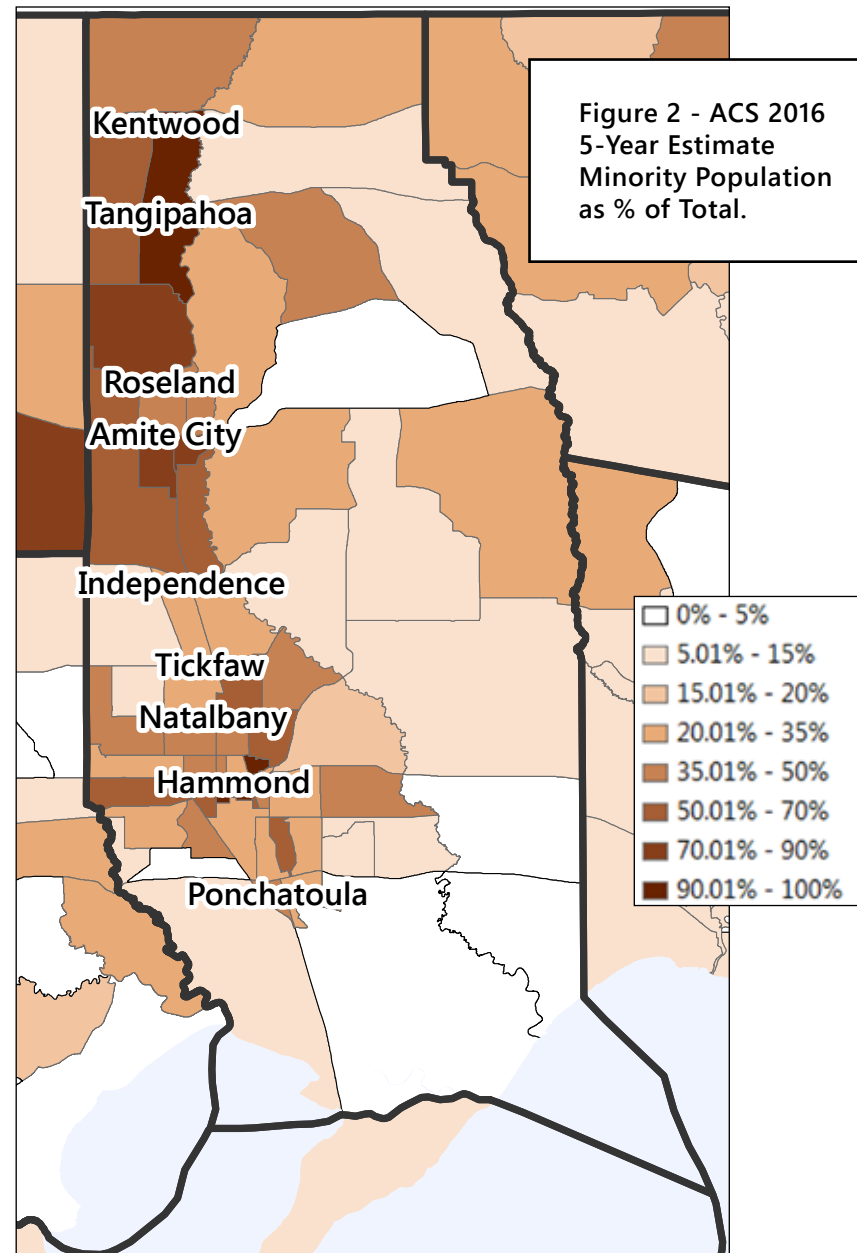
## ADA COMPLIANCE & TRANSITION PLANS

The Americans with Disabilities Act (ADA) and related regulations lay out a number of policies that direct transportation projects to be accessible for all users regardless of physical disabilities. During the project development process, the RPC ensures that all of its projects will meet ADA requirements. It is also assisting member parishes and municipalities in the development of their Section 504 ADA Transition Plans. Local governments are required to develop plans that identify ADA deficiencies and outline a schedule and budget for addressing them. While MPOs are not required to develop ADA Transition Plans, they are responsible for monitoring local governments' progress towards developing them, setting priorities, and identifying funding commitments.



## TITLE VI

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving federal financial assistance, including federal-aid highway funds, federal transit funds, and other transportation-related funds. The RPC's Title VI Plan designates a Title VI Coordinator and lays out procedures for ensuring RPC's activities do not have disproportionate negative impacts on minority and low-income neighborhoods, or other traditionally disadvantaged populations. The Coordinator is responsible for reviewing RPC's activities to ensure compliance with the law and for managing Title VI complaints. Title VI considerations can have an impact on project selection and development by directing projects to have more equitable outcomes and minimize negative effects on disadvantaged populations.



Source: ACS 5-Year Estimates (2012-2016)

## NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

All RPC projects using federal funds are developed in compliance with the National Environmental Policy Act (NEPA), which lays out requirements for identifying and mitigating project impacts on the natural and built environments. Projects are evaluated for their potential impact during the development process per state and federal guidelines. When negative impacts are identified, the project is modified to mitigate or eliminate the potential impact to the extent possible.

## PROJECT RANKING SCORECARD

In order to bring a greater level of objectivity to its project selection process, the RPC has developed a formal Project Ranking Scorecard. The Scorecard describes a project by quantitatively rating its potential impacts on a variety of factors, such as safety or congestion. Projects are ranked by a committee of RPC staff members on a variety of topics, resulting in a single composite score.

The actual factors considered by the Scorecard are derived from the variety of federal, state, and regional policies that help define the RPC's overarching planning priorities. It is intended to help simplify decision-making by providing a single, standardized tool for comparing projects. By using the Project Ranking Scorecard, the RPC's planners can be assured that they have considered a comprehensive set of criteria in the project selection process.

While the Scorecard brings a greater level of objectivity to the project selection process, it is acknowledged that there are multiple factors that may affect a project's eligibility for inclusion in the TIP that cannot be measured quantitatively. Despite the added level of sophistication that the Scorecard brings to the project selection process, highly rated projects may be made ineligible for TIP inclusion due to other considerations. Conversely, low rated projects may become desirable for implementation in light of information not included on the Scorecard.

## PERFORMANCE BASED PLANNING AND PROGRAMMING

Performance Based Planning and Programming (PBPP) is an approach adopted by FHWA, FTA, state DOTs, transit agencies, and MPOs to use quantitative data and other information to strategically direct transportation decision-making. PBPP is a systematic, evidence-based approach to integrating data into the transportation planning process at all levels, from concept to design and implementation. It is important to note that PBPP is intended to supplement, not replace, the decision-making roles and responsibilities of the general public, elected officials, or technical experts.

The use of PBPP by MPOs is formally codified and required by the FAST Act (23 CFR Part 490). Beginning in 2018, MPOs, DOTs, and transit agencies shall identify targets for several performance measures within five key policy areas: safety; infrastructure condition; system performance and freight; Congestion Mitigation Air Quality (CMAQ); and Transit Asset Management. The specific performance measures are listed in Figure 3 on page 23.

For Safety, Pavement and Bridge Condition, System Performance and Freight, and CMAQ<sup>1</sup>, LADOTD is required to establish statewide targets for each measure; at the regional level, the RPC may choose to develop its own targets or adopt those of the state. For Transit Asset Management measures, the region's transit providers established their own targets and the RPC, in coordination with the providers, developed regional targets.

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<sup>1</sup> The FAST Act requires that CMAQ performance measure targets shall be set by MPOs that contain area(s) designated as nonattainment or maintenance for ozone (O<sub>3</sub>), carbon monoxide (CO) or particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) National Ambient Air Quality Standards (NAAQS). There are currently no areas served by the RPC that meet any of these criteria.

Figure 3 - Policy areas and performance measures identified in 23 CFR Part 490	
<b>Safety</b>	
Number of fatalities	
Fatalities per million vehicle miles traveled (VMT)	
Number of serious injuries	
Serious injuries per million vehicle miles traveled (VMT)	
Number of non-motorized fatalities and non-motorized serious injuries	
<b>Pavement &amp; Bridge Condition</b>	
Pavement	Percentage of Interstate pavement in good condition
	Percentage of Interstate pavement in poor condition
	Percentage of non-Interstate National Highway System (NHS) in good condition
	Percentage of non-Interstate National Highway System (NHS) in poor condition
Bridge	Percentage of NHS bridges in good condition
	Percentage of NHS bridges in poor condition
<b>System Performance &amp; Freight</b>	
System Performance	Interstate Travel Time Reliability Measures (TTRM): percentage of person miles traveled on the interstate that are reliable
	Non-Interstate Travel Time Reliability Measures (TTRM): percentage of person miles traveled on the non-Interstate NHS that are reliable
Freight	Truck Travel Time Reliability (TTTR) Index: percentage of truck miles traveled on the interstate that are reliable
<b>Congestion Mitigation and Air Quality (CMAQ)</b>	
Traffic Congestion	Peak Hour Excessive Delay (PHED)
	Non-single Occupancy Vehicle Travel
On-road Mobile Source Emissions	Total Emissions Reductions
<b>Transit Asset Management</b>	
Rolling Stock	Percentage of inventory exceeding Useful Life Benchmark (ULB)
Equipment	Percentage of inventory exceeding Useful Life Benchmark (ULB)
Facilities	Percentage of inventory exceeding 2.5 on the Transit Economic Requirements Model (TERM) scale
Infrastructure	Performance of track segment with performance restrictions

## SAFETY

Safety targets for the South Tangipahoa MPA were established in January 2018 and will be updated annually. For 2018, the RPC adopted the same targeted annual change as LADOTD – a one percent (1%) annual reduction in all measures. The targets are compared to a base period comprising the average of the five calendar years ending prior to the year the targets are set.

The current LADOTD targets were set in 2017; therefore, the base period is comprised of the five calendar years ending in 2016 (i.e., 2012-2016). The measures, base values, and target values are listed in Figure 4. Where VMT is included in target calculations, both base and target values are based on an estimated 2015 VMT derived from the regional travel forecast model maintained by the RPC. It should also be noted that the 2018 targets reflect two years of change from the base: a 1% reduction in 2017 and another 1% reduction in 2018.

**Figure 4 - South Tangipahoa Safety Performance Measures & Targets**

Measure	Baseline (2012-2016 Avg.)	Targeted Annual Change	Target (2018)
Number of Fatalities	18	-1%	17
Number of Serious Injuries	27	-1%	26
Rate of Fatalities per 100 million vehicle miles traveled	1.51	-1%	1.48
Rate of serious injuries per 100 million vehicle miles traveled	2.24	-1%	2.19
Number of non-motorized fatalities and serious injuries	10	-1%	9

*Source: Louisiana Crash Data Reports, 2017*

*\*This document and the information contained herein is prepared solely for the purpose of identifying, evaluating and planning safety improvements on public roads which may be implemented utilizing federal aid highway funds; and is therefore exempt from discovery or admission into evidence pursuant to 23 U.S.C. 409. Contact the Traffic Safety Office at (225) 379-1871 before releasing any information.*

Figure 5 - RPC Region Safety Performance Measures & Targets			
Measure	Baseline (2012-2016 Avg.)	Targeted Annual Change	Target (2018)
Number of Fatalities	101	-1%	97
Number of Serious Injuries	301	-1%	293
Rate of Fatalities per 100 million vehicle miles traveled	1.00	-1%	0.98
Rate of serious injuries per 100 million vehicle miles traveled	2.98	-1%	2.92
Number of non-motorized fatalities and serious injuries	99	-1%	95

Source: Louisiana Crash Data Reports, 2017

Safety performance measures and targets aggregated to the entire region served by the RPC (Mandeville-Covington, New Orleans, Slidell, and South Tangipahoa) are listed in Figure 5 for informational purposes.



## ROAD & BRIDGE CONDITION

The performance measures used to track the condition of roads and bridges on the National Highway System (NHS) are:

- Percentage of Interstate lane miles in Good or Poor condition
- Percentage of non-Interstate NHS lane miles in Good or Poor condition
- Percentage of NHS bridge deck area in Good or Poor condition

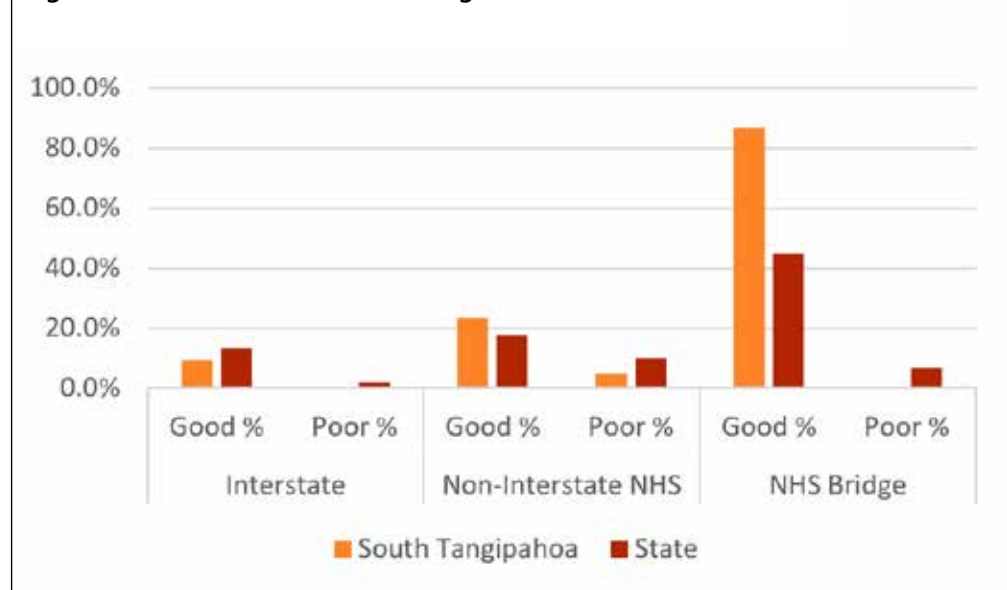
Bridge and pavement baseline measures for South Tangipahoa and the state are shown in Figure 6 and Figure 7. Overall, NHS roads and bridges in the South Tangipahoa MPA are in generally better condition than those statewide. Roads and bridges in Fair condition are not a required performance measure and are therefore not listed, though the majority of infrastructure falls under that category.

**Figure 6 - NHS Bridge & Pavement Condition Baseline Measures, South Tangipahoa & State**

	Interstate		Non-Interstate NHS		NHS Bridge	
	Good%	Poor%	Good%	Poor%	Good%	Poor%
South Tangipahoa	9.6%	0.0%	23.3%	5.0%	86.8%	0.0%
State	13.2%	1.9%	17.8%	9.9%	44.8%	6.7%

Baseline Source: Louisiana Department of Transportation and Development, 2018

**Figure 7 - NHS Pavement and Bridge Condition**



Baseline Source: Louisiana Department of Transportation and Development, 2018



**Figure 8 - South Tangipahoa Pavement & Bridge Condition Targets, 2018-2022**

	Interstate		Non-Interstate NHS		NHS Bridge	
	Good%	Poor%	Good%	Poor%	Good%	Poor%
Baseline	9.56%	0.00%	23.33%	4.97%	86.83%	0.00%
2-year Target (2020)	8.69%	0.00%	20.97%	5.02%	67.84%	0.00%
4-year Target (2022)	7.25%	0.00%	18.35%	5.07%	58.15%	0.00%

Baseline Source: Louisiana Department of Transportation and Development, 2018

**Figure 9 - RPC Region Pavement & Bridge Performance Measures & Targets**

	Interstate		Non-Interstate NHS		NHS Bridge	
	Good%	Poor%	Good%	Poor%	Good%	Poor%
Baseline	12.68%	0.09%	12.94%	14.66%	43.08%	7.79%
2-year Target (2020)	11.52%	0.15%	11.63%	14.81%	33.65%	8.56%
4-year Target (2022)	9.60%	0.20%	10.17%	14.96%	28.85%	8.56%

Baseline Source: Louisiana Department of Transportation and Development, 2018

The FAST Act requires states to set 2- and 4-year targets for each measure; MPOs may adopt their state's targets or set their own. For the reporting period 2018-2022, the RPC has chosen to set its own targets, but has used the state targets as the basis for regional calculations with some modifications. LADOTD created the statewide targets based on projected project funding and forecasts of pavement and bridge condition.

The targets reflect an expectation that overall pavement and bridge condition will decline over the next four years. The RPC derived a 2- and 4-year rate of change from each state target, and applied those rates to its own regional baseline measures from 2017. Exceptions to this method were made in two categories: 1) Non-Interstate NHS pavements in Poor condition, and 2) NHS bridges in Poor condition. For those measures, the state rates of change would have resulted in unacceptably high regional targets for the percentage of pavements or bridges in Poor condition, and the RPC developed alternative, regionally-appropriate rates of change.

The baseline measures and targets for the South Tangipahoa MPA are listed in Figure 8. Pavement and bridge condition measures and targets aggregated to the entire region served by the RPC (Mandeville-Covington, New Orleans, Slidell, and South Tangipahoa) are listed in Figure 9 for informational purposes.

## SYSTEM PERFORMANCE & FREIGHT

Three performance measures are used to track the reliability of passenger and freight travel on the NHS:

- Interstate Level of Travel Time Reliability (Interstate LOTTR): The percentage of person-miles traveled on the Interstate system that are considered reliable (i.e., 100% is ideal);
- Non-Interstate NHS Level of Travel Time Reliability (Non-Interstate NHS LOTTR): The percentage of person-miles traveled on the non-Interstate NHS that are considered reliable (i.e., 100% is ideal);
- Truck Travel Time Reliability Index (Truck TTRI): A ratio indicating the reliability of truck travel times on the Interstate system (i.e., 1.0 is ideal).

**Figure 10 - Regional Planning Commission System Performance Targets, 2018-2022**

	Interstate LOTTR	Non-Interstate NHS LOTTR	Truck TTRI
RPC Annual Growth Rate	-0.30%	0.00%	0.30%
2017 Baseline	81.90%	86.80%	1.51
2018 Target	81.65%	86.80%	1.51
2019 Target	81.41%	86.80%	1.52
2020 Target (2-year)	81.17%	86.80%	1.52
2021 Target	80.92%	86.80%	1.53
2022 Target (4-year)	80.68%	86.80%	1.53

*Source: National Performance Management Research Dataset, 2018*

For the LOTTR and Truck TTRI, data for all four of the MPAs represented by the RPC (South Tangipahoa, Slidell, Mandeville-Covington, and New Orleans) have been aggregated to provide region-wide measures and targets. These reliability-focused measures are primarily used to assess congestion on the transportation system, and as previously noted the RPC's Congestion Management Process includes the entire RPC region under a single process due to the highly interrelated nature of regional congestion.

<b>Figure 11 - Regional and State LOTTR and Truck TTRI, 2013-2018*</b>						
	Interstate LOTTR		Non-Interstate NHS LOTTR		Truck TTRI	
	Region	State	Region	State	Region	State
2013	84.8%	92.7%	57.0%	70.4%	1.61	1.35
2014	82.5%	91.8%	57.3%	69.8%	1.66	1.34
2015	84.3%	92.1%	57.0%	69.4%	1.75	1.41
2016	82.8%	90.6%	87.0%	88.6%	1.58	1.33
2017	81.9%	89.8%	86.8%	89.7%	1.51	1.32
2018*	83.8%	90.5%	87.2%	90.2%	1.50	1.33
Average	83.4%	91.3%	72.1%	79.7%	1.60	1.35
*Through August, 2018						

Source: National Performance Management Research Dataset, 2018

Combining LOTTR and Truck TTRI measures on a larger, regional scale is therefore consistent with existing RPC practice. Moreover, the CMP itself provides for procedures to analyze congestion at the urbanized area and corridor levels. As such, the regional reliability measures and sub-area CMP analyses provide the RPC with multiple scales of congestion analysis that have not been previously available.

State and regional measures from 2013 through August 2018 are illustrated in Figure 11. Travel in the RPC region is generally less reliable than in the state as a whole. However, the region and state have seen similar year-to-year rates of change. It is important to note that between 2015 and 2016 a data source change resulted in a significant shift in network reliability measures, with the change most pronounced on Non-Interstate LOTTR.

The state is required to set 2- and 4-year performance targets; MPOs may use the state targets or set their own. As with road and bridge conditions, the RPC has chosen to set its own regional system performance targets for the reporting period of 2018-2022, which use a similar target-setting methodology as LADOTD. These targets are shown in Figure 12.

To calculate targets, an annual growth rate is applied to baseline measurements from 2017. LOTTR projected growth rates are based on the 2013-2015 average annual growth; Truck TTRI growth rates are the inverse of the Interstate LOTTR growth rate.

Overall, the targets reflect an expectation that system reliability will change minimally over the next four years. This assumption is based on (1) prior year trends; (2) relatively slow regional growth; and (3) relatively few projects that will have a significant impact on reliability measures.

## TRANSIT ASSET MANAGEMENT

Targets for the transit asset management measures are established every year by transit providers and provided by them directly to FTA via the National Transit Database. The RPC is required to update regional asset management targets every four years, roughly aligned with the TIP and MTP update cycle. See Figure 14 for current targets. Rolling Stock and Equipment targets are given as percentages of assets that will reach their Useful Life Benchmark (ULB). Facilities targets are given as percentages of assets that will exceed 2.5 on the FTA's Transit Economic Requirements Model (TERM) scale. Infrastructure targets are given as percentages for track segments with performance restrictions.

Figure 12 - Transit Asset Management Targets			
Rolling Stock	Abr	Useful Life Benchmark (years)	REGIONAL
Bus	BU	14	15%
Cutaway Bus	CU	14	5%
Articulated Bus	AB	14	5%
Van/Minivan	VN/MV	8	20%
Streetcar	SR	31	0%
Streetcar (Vintage)	SR(v)	58	0%
Ferryboat	FB	42	50%
Equipment	Abr	Useful Life Benchmark (years)	REGIONAL
Automobiles	AO	8	5%
Trucks, SUVs, Vans	SV	8	18%
Steel Wheel		25	100%
Facilities			REGIONAL
Admin and Maintenance			20%
Passenger and Parking			10%
Infrastructure			REGIONAL
Streetcar Rail			5%

## ACHIEVING TARGETS

The RPC aims to achieve the targets described above through implementation of the projects listed in the MTP. As described previously, each project is selected through careful analysis of its anticipated impacts to the safety, efficiency, effectiveness, and preservation of the regional transportation system.

**Figure 13 - Tangipahoa MTP 2048 Projects by Performance Measure Category**

Category	Projects	%
Safety: Motorized	18	32%
Safety: Non-motorized	10	18%
State of Good Repair: Road	24	42%
State of Good Repair: Bridge	5	9%
Travel Reliability	20	35%
Truck Movement	8	14%

The Project Ranking Scorecard includes subcategories that are directly tied to the federal performance measures: Motorized Safety, Non-motorized Safety, Road State of Good Repair, Bridge State of Good Repair, Travel Reliability, and Truck Movement. Viewed together these categorizations illustrate how the program of projects will achieve the RPC's targets.

The total planned expenditures and total projects per performance measure category are shown in Figure 13. It is important to note that the categories are not mutually exclusive; many projects fall under more than one topic area and therefore contribute to the accomplishment of more than one target.

The RPC also works with local transit operators to align funding with their agency-specific Transit Asset Management (TAM) plans in order to achieve regional TAM performance targets. While the plans ensure assets remain in condition over the long-term, they are also flexible enough to respond to immediate, shifting needs. This balance is reflected in the MTP and the TIP, which is regularly updated to respond to transit agencies' asset management requirements.

## ANNUAL PERFORMANCE REPORT

Performance-based planning's emphasis on tracking performance over time inherently requires procedures to regularly report performance measures and progress toward achieving targets. To satisfy this need, the RPC will publish an Annual Performance Report that describes each of the regional performance measures and whether the established targets have been met. The targets will also be updated as appropriate. As previously discussed, safety and transit asset management targets must be updated annually. System performance and condition targets may be adjusted every two years, and must be updated every four years. It is anticipated that the Annual Performance Report, in combination with similar documentation efforts such as the annual list of obligated projects, will provide an ongoing assessment of the RPC's progress towards achieving its regional transportation goals and vision.

## FISCAL CONSTRAINT & FUNDING SOURCES

Both the MTP and the TIP have been financially constrained to reflect realistic and available levels of project funding. A review of the state's proposed construction program was carried out jointly by RPC and LADOTD. This effort resulted in the selection of project priorities that were in a position to go forward and for which funding could reasonably be expected to be available in Tier I.

Other methods were also employed to establish financial constraint. This consisted of a review of the actual letting list of projects over the last ten years to establish a history of federal and state funding by project category. An average estimated amount of both federal and non-federal financial resources was thereby derived and used as a benchmark in the prioritization process.



# TANGIPAHOA 2048

## METROPOLITAN TRANSPORTATION PLAN

FOR THE SOUTH TANGIPAHOA  
METROPOLITAN PLANNING AREA

### APPENDIX A: GLOSSARIES



## LIST OF ACRONYMS

ACS	American Community Survey, a product of the U.S. Census Bureau.	EDD	Economic Development District, a designation by the Economic Development Administration conferring roles and responsibilities for regional economic development planning.
BRT	Bus Rapid Transit, a form of bus transit that combines multiple features to provide many of the characteristics of rail service at a much lower cost.	ENV	Environmental (project phase)
C	Construction (project phase)	FHWA	Federal Highway Administration
CBD	Central Business District, a neighborhood or section of a community that features a high density of commercial development.	FTA	Federal Transit Administration
CEDS	Comprehensive Economic Development Strategy, the regional plan for facilitating economic growth and development.	GIS	Geographic Information Systems, a tool for managing and analyzing geographical data.
CMAQ	Congestion Mitigation and Air Quality, a program intended to reduce emissions and improve air quality through transportation improvements.	GRP	Gross Regional Product, a measure of the total value of goods and services produced by a region.
CMP	Congestion Management Process, a federally-mandated system for identifying congestion and implementing strategies for its reduction.	HOV	High Occupant Vehicle, any vehicle carrying more than one person. Can be subcategorized based on the number of occupants (HOV-2, HOV-3, etc.).
COA	Comprehensive Operations Analysis, a study of regional transit operations that will result in a series of recommended improvements.	JeT	Jefferson Parish Transit
DOT	Department of Transportation	LADOTD	Louisiana Department of Transportation and Development
E	Final Design and Engineering (project phase)	LNG	Liquefied Natural Gas, a natural resource significant to the regional economy.
		LOTTR	Level of Travel Time Reliability, a federally-mandated measure of delay and congestion for roadway users.



MPA	Metropolitan Planning Area, the area for which an MPO conducts regional transportation planning. Consists of at least one urbanized area plus the portions of the region expected to become urbanized within 20 years.	NHS	National Highway System, a network of roadways critical to the nation's economy, defense and mobility.
MPO	Metropolitan Planning Organization, a federally-designated agency responsible for regional transportation planning for a UZA and MPA.	NHTSA	National Highway Traffic Safety Administration
MSY	Louis Armstrong New Orleans International Airport	NOPB	New Orleans Public Belt
MTP	Metropolitan Transportation Plan, a document produced by an MPO outlining regional transportation priorities and projects over the next 30 years.	NORTSC	New Orleans Regional Transportation Safety Coalition
NAAQS	National Ambient Air Quality Standards, a series of standards established by the Clean Air Act to determine the overall air quality of a region.	NSRSC	North Shore Regional Safety Coalition
NAICS	North American Industry Classification System, a standard system for assigning individual businesses to industry clusters.	PBPP	Performance Based Planning and Programming, a strategy for using quantitative data to inform transportation decision making.
NHFN	National Highway Freight Network, a series of roadways established by the FAST Act for the strategic allocation of resources to improve the performance of the highway portions of the US Freight Transportation Network.	PHFS	Primary Highway Freight System, a subset of the NHFN consisting of critical portions of the highway freight network.
		PPG	Plaquemines Parish Government
		R/W	Right of Way (project phase)
		RPC	Regional Planning Commission
		RPTA	River Parishes Transit Authority
		RTA	Regional Transit Authority
		SBURT	St. Bernard Urban Rapid Transit
		SDY	Technical Study (project phase)

## LIST OF ACRONYMS, CTD.

SHSP	Strategic Highway Safety Plan, a plan outlining statewide efforts to reduce transportation-related fatalities and serious injuries.	U	Utility Work (project phase)
SLCFP	Southeast Louisiana Clean Fuel Partnership	ULB	Useful Life Benchmark, the estimate of how many years a transit vehicle can be in service and still be in a state of good repair. Applies to both revenue generating and non-revenue generating vehicles.
SOV	Single Occupant Vehicle, a motor vehicle carrying no more than one person.	UMC	University Medical Center
TAM	Transit Asset Management, a system for ensuring transit vehicles and facilities remain in a state of good repair.	UPT	Unlinked Passenger Trips, a single trip by one person on one transit vehicle.
TAZ	Traffic Analysis Zone, a subset of the region used to assign origins and destinations in the travel demand forecast model.	UZA	Urbanized Area, a region meeting population density thresholds established by the U.S. Census Bureau and with a population greater than 50,000.
TIP	Transportation Improvement Program, the document produced by MPOs to identify projects that are ready for implementation in the next four years.	VA	Veterans Affairs
TMA	Transportation Management Area, an urbanized area with a population greater than 200,000.	VHT	Vehicle Hours Traveled, the total number of hours vehicles were on the roadway in a given time period.
TPC	Transportation Policy Committee, the group of regional stakeholders appointed to make policy decisions for the MPO.	VMT	Vehicle Miles Traveled, the total number of miles traveled by vehicles in a given time period.
TTRI	Travel Time Reliability Index, a federally-mandated performance measure used to assess delay and congestion for trucks on the Interstate system.		

## LIST OF FUND SOURCES

5307	Section 5307 Urbanized Area Formula (transit funds)	RAIL HE	Rail Hazard Elimination
5310	Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities (transit funds)	RAIL PD	Rail-Highway Crossings
5337	Section 5337 State of Good Repair (transit funds)	REIMB	Reimbursement
5339	Section 5339 Bus and Bus Facilities (transit funds)	RR	Railroad
DEMO	Congressional High Priority or Demonstration Project	RTP	Recreational Trails Program
FBROFF	Federal Bridge Replacement (Off-system)	SATRANS	Safety Transfer
FBRON	Federal Bridge Replacement (On-system)	SR2S	Safe Routes to School
GARVEE	Grant Anticipation Revenue Vehicle (bond)	STCASH	State Transportation Trust Fund
HSIP	Highway Safety Improvement Program	STP>200K	Surface Transportation Program for urbanized areas with populations over 200,000
HSIPPEN	HSIP Penalty Transfer Funds	STPENH	Transportation Enhancements
Local	Local Government Funds	STPFLEX	Federal funds programmed statewide through DOTD needs assessment process
NFA	State Transportation Funds for Non-Federal Aid Routes	TAP>200K	Transportation Alternatives Program for urbanized areas with populations over 200,000
NFI	No Funds Identified	TIGER	Transportation Improvements Generating Economic Recovery
NHPP	National Highway Performance Program	Toll	Bridge Tolls
PL	Metropolitan Planning		
PL&Env.	Metropolitan Planning and Environmental		

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# TANGIPAHOA 2048

## METROPOLITAN TRANSPORTATION PLAN

FOR THE SOUTH TANGIPAHOA  
METROPOLITAN PLANNING AREA



### APPENDIX B: RPC PROJECT RANKING SCORECARD



## GOAL 1: SAFETY

No transportation investment should create a risk for its users. A priority for every project will be increasing safety on the transportation system for all existing and potential users, particularly those that are most vulnerable.

Safety – Motorized			
	Points Possible	Description	Points Awarded
	5	The project introduces safety countermeasures on a facility that has had one or more fatal vehicle crashes in the last 3 years related to physical infrastructure issues (not behavioral causes such as intoxicated or distracted driving).	
Choose One	4	The project introduces safety countermeasures on a facility that has had one or more injury vehicle crashes in the last 3 years related to physical infrastructure issues (not behavioral causes such as intoxicated or distracted driving).	
	4	The project addresses known or potential safety issues identified by a safety plan or local stakeholder.	
	1	The project will be funded fully or in part by dedicated safety funds.	
Safety – Non Motorized			
	Points Possible	Description	Points Awarded
Choose One	3	The project includes the addition of traffic separated non-motorized facilities and/or a complementary reduction in automobile travel lanes (road diet).	
	2	The project includes the addition of traffic non-separated non-motorized facilities (bike lanes, improved shoulders).	
	6	The project includes the repair of existing facilities and/or addition of amenities to improve community walkability or bikability, (lighting, crossings, dedicated signals, traffic calming).	
	1	The project takes place in an identified community of need.	
Safety – Other			
	Points Possible	Description	Points Awarded
	0-5	This project achieves the stated safety goal in a way not addressed by the above descriptors.	

MINIMUM POINTS: 10

TOTAL POINTS OUT OF 25: \_\_\_\_\_ PROJECT ACHIEVES SAFETY GOAL: Y / N

## GOAL 2: STATE OF GOOD REPAIR

Emphasis should be placed on maintaining and enhancing the multimodal functionality of existing infrastructure before investing in the addition of new roadway capacity. Transportation facilities should be designed in a way that can endure anticipated future conditions, including routine use and extreme events.

State of Good Repair - Road and Bridge				
		Points Possible	Description	Points Awarded
Choose One	Road	5	The project introduces safety countermeasures on a facility that has had one or more fatal vehicle crashes in the last 3 years related to physical infrastructure issues (not behavioral causes such as intoxicated or distracted driving).	
		16	This project includes the complete reconstruction of a roadway, not including a bridge.	
		12	This project includes the rehabilitation, (overlay, restriping), of a roadway, not including a bridge.	
	Bridge	16	The project includes the complete reconstruction of a bridge.	
		12	The project includes rehabilitation of a bridge.	
		4	This improvement takes place on a facility identified as being in poor condition.	
State of Good Repair – Other				
		Points Possible	Description	Points Awarded
		0-5	This project achieves the stated safety goal in a way not addressed by the above descriptors.	

MINIMUM POINTS: 15

TOTAL POINTS OUT OF 25: \_\_\_\_\_ PROJECT ACHIEVES STATE OF GOOD REPAIR GOAL: Y / N

## GOAL 3: LIVABILITY

The transportation system should efficiently connect people to the region's services and opportunities, should be appropriately scaled to the community context it serves, and should be accessible and welcoming to all, whether they are travelling by public transportation, bicycle, foot, mobility aid, or personal motor vehicle.

Livability – Non-Motorized Travel		
Points Possible	Description	Points Awarded
0-10	This project includes a bicycle or pedestrian facility that contributes to increased connectivity of the non-motorized network, or otherwise improves the experience of the non-motorized traveler.	
Livability – Congestion and Reliability		
Points Possible	Description	Points Awarded
0-5	This project directly addresses an identified bottleneck or other congestion issue identified by local representatives, the Congestion Management Process, state or local plans.	
0-3	This project reduces VMT by providing an alternative to SOV travel, such as employing travel demand management measures, improving public transit connectivity, etc.	
0-2	Otherwise reduces travel time and/or increases travel time reliability.	
Livability – Other		
Points Possible	Description	Points Awarded
0-5	This project achieves the stated Livability goal in a way not addressed by the above descriptors.	

MINIMUM POINTS: 10

TOTAL POINTS OUT OF 25: \_\_\_\_\_ PROJECT ACHIEVES LIVABILITY GOAL: Y / N



## GOAL 4: STEWARDSHIP

The transportation system we create today should positively impact the cultural fabric of our communities, and should be both financially and environmentally sustainable for future generations.

Choose one: Water Management or Air Quality	Stewardship - Water Management		
	Points Possible	Description	Points Awarded
	0-5	Project includes drainage, green infrastructure, and/or other stormwater management features.	
	0-5	Project will otherwise reduce hazard risk to homes, businesses, or infrastructure.	
	Stewardship - Air Quality & Emissions		
	Points Possible	Description	Points Awarded
	0-6	Project decreases VMT by providing or improving a facility that provides alternatives to SOV use.	
	0-4	Project reduces congestion, idle time, and bottlenecks through signal timing, intersection redesign, or other operations improvements.	
Stewardship – Cultural Awareness			
	Points Possible	Description	Points Awarded
	0-5	The project includes noteworthy efforts to preserve or enhance a community's cultural resources, historic fabric, architectural profile, or other defining characteristics.	
Stewardship – Fiscal Constraint			
	Points Possible	Description	Points Awarded
	0-5	This project meets fiscal constraint programming requirements.	
Stewardship – Other			
	Points Possible	Description	Points Awarded
	0-5	This project achieves the stewardship goal in a way not addressed by the above descriptors.	

MINIMUM POINTS: 10

TOTAL POINTS OUT OF 25: \_\_\_\_\_ PROJECT ACHIEVES STEWARDSHIP GOAL: Y / N

## GOAL 5: ECONOMIC DEVELOPMENT

The transportation system should serve as an engine to our regional economy, providing residents with access to employment, facilitating the movement of goods within our region and beyond, and being usable and valued by visitors.

Choose one of Freight, Job Access, Tourism	Economic Development – Freight Movement		
	Points Possible	Description	Points Awarded
	4	The project improves vehicle movement on an identified freight bottleneck.	
	2	The project improves vehicle movement on a designated intermodal connector.	
	2	The project is identified in the Louisiana Freight Mobility Plan or has been identified by local stakeholders as a freight priority.	
	2	The project improves freight vehicle movement on an interstate.	
	1	The project improves freight vehicle movement on a non-interstate NHS route.	
	Economic Development – Job Access		
	Points Possible	Description	Points Awarded
	0-10	The project increases access or modal choice to identified employment centers.	
	Economic Development – Tourism		
	Points Possible	Description	Points Awarded
	0-10	The project includes features meant to enhance the system's usability by visitors, (i.e., wayfinding, improvements to inter-regional connectors, etc.).	
Economic Development – Other			
	Points Possible	Description	Points Awarded
	0-5	This project achieves the economic development goal in a way not addressed by the above descriptors.	

MINIMUM POINTS: 10

TOTAL POINTS OUT OF 25: \_\_\_\_\_ PROJECT ACHIEVES ECONOMIC DEVELOPMENT GOAL: Y / N

## GOAL 6: EQUITY

The benefits we accrue from our transportation system should be shared by all residents of our region, and no person or community should suffer disproportionately from our decisions.

Equity – Positive Community Impacts		
Points Possible	Description	Points Awarded
0 – 5	This project will provide new mobility options for an identified community of need (bicycle facilities, transit connections, ADA facilities, improved roadway connectivity, etc.).	
0 – 5	This project will provide benefits of reduced traffic or traffic calming in an identified community of need (noise, congestion, safety, etc.).	
0 – 5	This project will provide new transportation related amenities to an identified community of need (streetscaping, landscaping).	
Equity – Negative Community Impacts		
Points Possible	Description	Points Negated
(-0) – (-10)	The project is expected to have notable negative impacts on an identified community of need (increased noise, increased congestion, reduced air quality, multiple displacements, etc.)	
Equity – Outreach		
Points Possible	Description	Points Awarded
0-5	The project was developed in consultation with representatives of potentially impacted residents.	
Equity – Other		
Points Possible	Description	Points Awarded
0-5	This project achieves the equity goal in a way not addressed by the above descriptors.	

MINIMUM POINTS: 15

TOTAL POINTS OUT OF 25: \_\_\_\_\_ PROJECT ACHIEVES EQUITY GOAL: Y / N

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# TANGIPAHOA 2048

## METROPOLITAN TRANSPORTATION PLAN

FOR THE SOUTH TANGIPAHOA  
METROPOLITAN PLANNING AREA

### APPENDIX C: PUBLIC INVOLVEMENT SUMMARY



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## PUBLIC INVOLVEMENT SUMMARY

Consistent with its Public Involvement Plan and relevant regulations the RPC sought public input on this plan through multiple venues. These included:

- Ads posted in The Times-Picayune on November 2, 2018 and November 9, 2018 notifying the public of the plan's availability for review and opportunities for comment;
- A public hearing held in Tangipahoa Parish on November 20, 2018 to present the plan and to take public comment;
- Drafts made available at Tangipahoa Parish libraries for public review and comment between November 2, 2018 and December 3, 2018;
- A draft made available in digital (PDF) format on the RPC website between November 2, 2018 and December 11, 2018;
- Public comment periods at two RPC meetings, held November 13, 2018 and December 11, 2018.

The opportunities listed above did not result in any public comments or revisions to the draft plan.

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# TANGIPAHOA 2048

## METROPOLITAN TRANSPORTATION PLAN

FOR THE SOUTH TANGIPAHOA  
METROPOLITAN PLANNING AREA

### APPENDIX D: PROJECT LIST



## PROJECT LIST

The projects contained in the MTP reflect a 30-year forecast of transportation improvements based on projected funding in the urbanized area. It incorporates policy considerations and related long term impacts. Discussions with parish officials and planning departments encompass land use changes, population growth and density patterns, and commercial and residential zoning questions. Any effects, achieved or desired, resulting from improved Transportation System Management, are also carefully included when developing the MTP. Being fiscally constrained, the MTP must be revised every five years so those incoming or newly identified projects can rotate on to the list if they are deemed a high priority. All regionally significant projects are identified in the plan regardless of their funding source. In many cases, projects are funded with combinations of state, federal, and local funds.

# Tangipahoa

**FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)**

Project No.: *	Project Title: <b>LA 3158 at Chapapeela Park Access Rd.</b>			
Parish: Tangipahoa	Type of Improvement: TSM Improvements			
Sponsor: DOTD	Construction Year: <b>FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)</b>			
Category:	Length:	Route:	Goal: 3	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	STP<200K	\$463,000	\$509,300	\$407,440
<b>FFY 2019</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
	\$101,860	\$463,000	\$509,300	\$407,440

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

# Tangipahoa

**FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)**

Project No.: <b>H.001025</b>	Project Title: <b>LA 40: Natalbany River to I-55</b>			
Parish: Tangipahoa	Type of Improvement: Additional Pipes, Catch basins			
Sponsor: DOTD	Construction Year: <b>FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)</b>			
Category:	Length:	Route:	Goal: 2 4	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	STPFLEX	\$50,000	\$55,000	\$44,000
<b>FFY 2019</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
	\$11,000	\$50,000	\$55,000	\$44,000

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

# Tangipahoa

**FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)**

Project No.: <b>H.010645</b>	Project Title: <b>IC (Kentwood) LA 38 RR Xing in Kentwood</b>			
Parish: Tangipahoa	Type of Improvement: RR Signals and Surface Work			
Sponsor: DOTD	Construction Year: <b>FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)</b>			
Category: Rail	Length: .02	Route: LA 38	Goal: 1 2	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	STPFLEX	\$1,500,000	\$1,650,000	\$1,320,000
<b>FFY 2019</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
Y	\$330,000	\$1,500,000	\$1,650,000	\$1,320,000

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

**FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)**

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

# Tangipahoa

**FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)**

Project No.: <b>H.011512</b>	Project Title: <b>US 51 @ Sycamore St. Amite City Drainage</b>			
Parish: Tangipahoa	Type of Improvement: Additional Pipe(s), Catch Basins, And/Or ASP			
Sponsor: DOTD	Construction Year: <b>FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)</b>			
Category: OP Efficiency	Length: .3	Route: US 51	Goal: 4	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	STPFLEX	\$50,000	\$55,000	\$44,000
<b>FFY 2019</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
	\$11,000	\$50,000	\$55,000	\$44,000

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

# Tangipahoa

**FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)**

Project No.: <b>H.011519</b>	Project Title: <b>LA 1063: Glendale Dr. - US 51 Drainage</b>			
Parish: Tangipahoa	Type of Improvement: Additional Pipe(s), Catch Basins, and or ASP			
Sponsor: DOTD	Construction Year: <b>FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)</b>			
Category: OP Efficiency	Length: .3	Route: La1063	Goal: 2 4	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	STPFLEX	\$100,000	\$110,000	\$88,000
<b>FFY 2019</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
	\$22,000	\$100,000	\$110,000	\$88,000

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity



# Tangipahoa

**FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)**

Project No.: <b>H.011527</b>	Project Title: <b>Randall/ Vitrano Road Bridges</b>			
Parish: Tangipahoa	Type of Improvement: Bridge Replacement			
Sponsor: Tangipahoa	Construction Year: <b>FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)</b>			
Category: Preservation	Length:	Route:	Goal: 2	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	FBR-OFF	\$1,081,000	\$1,189,100	\$951,280
<b>FFY 2019</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
Y	\$237,820	\$1,081,000	\$1,189,100	\$951,280

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

# Tangipahoa

**FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)**

Project No.: <b>H.012154</b>	Project Title: <b>LA38: US 51 - LA 1054</b>			
Parish: Tangipahoa	Type of Improvement: Cold Plane and Overlay			
Sponsor: DOTD	Construction Year: <b>FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)</b>			
Category: Preservation	Length: 3.79	Route: LA 38	Goal: 2	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	STPFLEX	\$1,500,000	\$1,650,000	\$1,320,000
<b>FFY 2019</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
Y	\$330,000	\$1,500,000	\$1,650,000	\$1,320,000

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

# Tangipahoa

**FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)**

Project No.: <b>H.012874</b>	Project Title: <b>I-55: LA 22 Interstate lighting</b>			
Parish: Tangipahoa	Type of Improvement: Provide Roadway lighting			
Sponsor: DOTD	Construction Year: <b>FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)</b>			
Category: OP Efficiency	Length: .87	Route: I-55	Goal: 1 3	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	NHPP	\$1,000,000	\$1,100,000	\$880,000
<b>FFY 2019</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
	\$220,000	\$1,000,000	\$1,100,000	\$880,000

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

# Tangipahoa

**FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)**

Project No.: <b>H.012938</b>	Project Title: <b>LA 38: St. Helena P/L to I-55 COA</b>			
Parish: Tangipahoa	Type of Improvement: Thin Lift Overlay			
Sponsor: DOTD	Construction Year: <b>FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)</b>			
Category: Preservation	Length: 2.45	Route: LA 38	Goal: 2	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	STPFLEX	\$345,000	\$379,500	\$303,600
<b>FFY 2019</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
Y	\$75,900	\$345,000	\$379,500	\$303,600

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

# Tangipahoa

**FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)**

Project No.: <b>H.013077</b>	Project Title: <b>I 55 Rest Area Sewer Facility Repair</b>			
Parish: Tangipahoa	Type of Improvement: Sewer Facility Repairs			
Sponsor: DOTD	Construction Year: <b>FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)</b>			
Category: Other	Length: .01	Route: I-55	Goal: 2 4	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	STCASH	\$250,000	\$275,000	
<b>FFY 2019</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
	\$275,000	\$250,000	\$275,000	\$0

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

# Tangipahoa

**FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)**

Project No.: <b>H.013113</b>	Project Title: <b>LA 22: LA 42 - Yellow Water River</b>			
Parish: Tangipahoa	Type of Improvement: Adding Continuous Turn Lane			
Sponsor: DOTD	Construction Year: <b>FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)</b>			
Category: Urban Systems	Length: 3.16	Route: LA 22	Goal: 1 2	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	STP<200K	\$3,000,000	\$3,300,000	\$2,640,000
<b>FFY 2019</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
	\$660,000	\$3,000,000	\$3,300,000	\$2,640,000

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

**FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)**

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

# Tangipahoa

**FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)**

Project No.: <b>H.013260</b>	Project Title: <b>I-55: .2 Miles S. of US 190, OVP Slope Repair</b>			
Parish: Tangipahoa	Type of Improvement: Slope Failure Repair			
Sponsor: DOTD	Construction Year: <b>FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)</b>			
Category: Preservation	Length: .1	Route: I 55	Goal: 2	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	NHPP	\$500,000	\$550,000	\$440,000
<b>FFY 2018</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
	\$110,000	\$500,000	\$550,000	\$440,000

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity



# Tangipahoa

**FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)**

Project No.: <b>H.013266</b>	Project Title: <b>US 51, 51-X, 190, LA 3234: Conc. Spot Repair</b>			
Parish: Tangipahoa	Type of Improvement: Minor Rehab			
Sponsor: DOTD	Construction Year: <b>FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)</b>			
Category: Preservation	Length:	Route:	Goal: 2	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	NHPP	\$749,000	\$823,900	\$659,120
<b>FFY 2019</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
Y	\$164,780	\$749,000	\$823,900	\$659,120

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

**FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)**

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

# Tangipahoa

**FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)**

Project No.: <b>H.013478</b>	Project Title: <b>S. River Rd.: LA 10 -Vernon Town Rd.</b>				
Parish: Tangipahoa	Type of Improvement: Cement Treated Base Course and Overlay				
Sponsor: DOTD	Construction Year: <b>FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)</b>				
Category: Preservation	Length:	Route:	Goal: 2 0 0 0 0 0	UA: ST	
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>	
<b>C</b>	NFA	\$500,000	\$550,000	\$440,000	
<b>FFY 2019</b>					
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>	
	\$110,000	\$500,000	\$550,000	\$440,000	

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

# Tangipahoa

**FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)**

Project No.: <b>H.013667</b>	Project Title: <b>Rehab of Kentwood Southbound Pit Scale</b>			
Parish: Tangipahoa	Type of Improvement: Scale Rehab of Static Pic			
Sponsor: DOTD	Construction Year: <b>FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)</b>			
Category: Preservation	Length:	Route:	Goal: 2	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	NHPP	\$392,000	\$431,200	\$344,960
<b>FFY 2019</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
	\$86,240	\$392,000	\$431,200	\$344,960

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

# Tangipahoa

**FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)**

Project No.: <b>H.013678</b>	Project Title: <b>Rehab of Baptist Westbound Pit Scale</b>			
Parish: Tangipahoa	Type of Improvement: Scale Rehab of Static Pit			
Sponsor: DOTD	Construction Year: <b>FFY 19 (Federal Fiscal Year 10/1/18 - 9/30/19)</b>			
Category: Preservation	Length:	Route:	Goal: 2	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	NHPP	\$392,000	\$431,200	\$344,960
<b>FFY 2019</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
	\$86,240	\$392,000	\$431,200	\$344,960

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

# Tangipahoa

**FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)**

Project No.: *	Project Title: <b>E. Minnesota Park Rd. Sidewalks</b>			
Parish: Tangipahoa	Type of Improvement: Sidewalk Improvements			
Sponsor: Tangipahoa	Construction Year: <b>FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)</b>			
Category:	Length:	Route:	Goal: 1 3 4 6	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	STP<200K	\$300,000	\$330,000	\$264,000
<b>FFY 2020</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
	\$66,000	\$300,000	\$330,000	\$264,000

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

# Tangipahoa

**FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)**

Project No.: *	Project Title: <b>Sisters Rd. (Dunson Rd. to N. Hoover Rd.)</b>			
Parish: Tangipahoa	Type of Improvement: Pavement Rehab			
Sponsor: DOTD	Construction Year: <b>FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)</b>			
Category:	Length:	Route:	Goal: 2	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	STP<200K	\$457,000	\$502,700	\$402,160
<b>FFY 2020</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
	\$100,540	\$457,000	\$502,700	\$402,160

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

# Tangipahoa

**FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)**

Project No.: *	Project Title: <b>Happywoods (W. Club Delux Rd. - Adams Rd.)</b>			
Parish: Tangipahoa	Type of Improvement: Pavement Rehab			
Sponsor: DOTD	Construction Year: <b>FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)</b>			
Category:	Length:	Route:	Goal: 2	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	STP<200K	\$490,000	\$539,000	\$431,200
<b>FFY 2020</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
	\$107,800	\$490,000	\$539,000	\$431,200

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity



# Tangipahoa

**FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)**

Project No.: <b>H.009425</b>	Project Title: <b>LA 16: Amite Drainage Improvements</b>			
Parish: Tangipahoa	Type of Improvement: Drainage Improvements			
Sponsor: DOTD	Construction Year: <b>FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)</b>			
Category: OP Efficiency	Length: .67	Route: LA 16	Goal: 4	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	STPFLEX	\$1,311,000	\$1,442,100	\$1,153,680
<b>FFY 2020</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
	\$288,420	\$1,311,000	\$1,442,100	\$1,153,680

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

# Tangipahoa

**FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)**

Project No.: <b>H.013271</b>	Project Title: <b>Tangipahoa PH Local Road Safety Upgrade</b>			
Parish: Tangipahoa	Type of Improvement: Install Signs striping pavement markings etc			
Sponsor: DOTD	Construction Year: <b>FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)</b>			
Category: Safety	Length:	Route:	Goal: 1	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	HSIP	\$1,300,000	\$1,430,000	\$1,430,000
<b>FFY 2020</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
Y	\$0	\$1,300,000	\$1,430,000	\$1,430,000

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

# Tangipahoa

**FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)**

Project No.: <b>H.013520</b>	Project Title: <b>Barringer Dr. Sidewalks</b>			
Parish: Tangipahoa	Type of Improvement: New Sidewalk			
Sponsor: Ponchatoula	Construction Year: <b>FFY 20 (Federal Fiscal Year 10/1/19 - 9/30/20)</b>			
Category:	Length:	Route:	Goal: 1 3 4	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	STP<200K	\$225,000	\$247,500	\$198,000
<b>FFY 2020</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
	\$49,500	\$225,000	\$247,500	\$198,000

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

# Tangipahoa

**FFY 21 (Federal Fiscal Year 10/1/20 - 9/30/21)**

Project No.: *	Project Title: <b>E. Minnesota Park Rd at Range Rd.</b>			
Parish: Tangipahoa	Type of Improvement: Intersection Improvements			
Sponsor: Tangipahoa	Construction Year: <b>FFY 21 (Federal Fiscal Year 10/1/20 - 9/30/21)</b>			
Category:	Length:	Route:	Goal: 1 3	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	STP<200K	\$2,500,000	\$2,750,000	\$2,200,000
<b>FFY 2021</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
	\$550,000	\$2,500,000	\$2,750,000	\$2,200,000

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

# Tangipahoa

**FFY 21 (Federal Fiscal Year 10/1/20 - 9/30/21)**

Project No.: *	Project Title: <b>LA 1040 (Klein Dr. to US 51)</b>			
Parish: Tangipahoa	Type of Improvement: Construct Multi Use Path			
Sponsor: Tangipahoa	Construction Year: <b>FFY 21 (Federal Fiscal Year 10/1/20 - 9/30/21)</b>			
Category:	Length:	Route:	Goal: 1 3 4 6	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	STP<200K	\$612,000	\$673,200	\$538,560
<b>FFY 2021</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
	\$134,640	\$612,000	\$673,200	\$538,560

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

**FFY 21 (Federal Fiscal Year 10/1/20 - 9/30/21)**

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

# Tangipahoa

**FFY 21 (Federal Fiscal Year 10/1/20 - 9/30/21)**

Project No.: *	Project Title: <b>N. Baptist Rd. (US 190 - Wardline Rd.)</b>			
Parish: Tangipahoa	Type of Improvement: Pavement Rehab			
Sponsor: Tangipahoa	Construction Year: <b>FFY 21 (Federal Fiscal Year 10/1/20 - 9/30/21)</b>			
Category:	Length:	Route:	Goal: 2	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	STP<200K	\$423,000	\$465,300	\$372,240
<b>FFY 2021</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
	\$93,060	\$423,000	\$465,300	\$372,240

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

**FFY 21 (Federal Fiscal Year 10/1/20 - 9/30/21)**

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity



# Tangipahoa

**FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)**

Project No.: *	Project Title: <b>Wardline Rd. (N. Baptist Rd. Durbin Rd.)</b>			
Parish: Tangipahoa	Type of Improvement: Pavement Rehab			
Sponsor: Tangipahoa	Construction Year: <b>FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)</b>			
Category:	Length:	Route:	Goal: 2	UA:
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	STP<200K	\$516,000	\$567,600	\$454,080
<b>FFY 2022</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
	\$113,520	\$516,000	\$567,600	\$454,080

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

# Tangipahoa

**FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)**

Project No.: *	Project Title: <b>Rufus Bankston Rd. (Wardline Rd. - LA 1064)</b>			
Parish: Tangipahoa	Type of Improvement: Pavement Rehab			
Sponsor: Tangipahoa	Construction Year: <b>FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)</b>			
Category:	Length:	Route:	Goal: 2	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	STP<200K	\$744,000	\$818,400	\$654,720
<b>FFY 2022</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
	\$163,680	\$744,000	\$818,400	\$654,720

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

# Tangipahoa

**FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)**

Project No.: *	Project Title: <b>Hammond Bike Routes</b>			
Parish: Tangipahoa	Type of Improvement: Bike Routes in Hammond			
Sponsor: Hammond	Construction Year: <b>FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)</b>			
Category:	Length:	Route:	Goal: 1 3 4 5 6	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	STP<200K	\$1,000,000	\$1,100,000	\$880,000
<b>FFY 2022</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
	\$220,000	\$1,000,000	\$1,100,000	\$880,000

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

# Tangipahoa

**FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)**

Project No.: <b>H.010289</b>	Project Title: <b>LA 22: Roundabout Dunson/Ridgedell</b>			
Parish: Tangipahoa	Type of Improvement: Construct Roundabout			
Sponsor: DOTD	Construction Year: <b>FFY 22 (Federal Fiscal Year 10/1/21 - 9/30/22)</b>			
Category: Safety	Length: .38	Route: LA 22	Goal: 1 3	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	HSIP	\$1,000,000	\$1,100,000	\$1,100,000
<b>FFY 2022</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
	\$0	\$1,000,000	\$1,100,000	\$1,100,000

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

# Tangipahoa

## Tier II (Federal Fiscal Year 2023 - 2032)

Project No.:	Project Title: <b>US 51 (Yellow Water Creek to LA 1064)</b>			
Parish: Tangipahoa	Type of Improvement: Widen to 3 Lane Section			
Sponsor: DOTD	Construction Year: <b>Tier II (Federal Fiscal Year 2023 - 2032)</b>			
Category:	Length:	Route:	Goal: 1 2	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	Fed/State	\$3,000,000	\$3,300,000	\$2,640,000
<b>Tier II</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
	\$660,000	\$3,000,000	\$3,300,000	\$2,640,000

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

# Tangipahoa

## Tier II (Federal Fiscal Year 2023 - 2032)

Project No.:	Project Title: <b>US 51 @ LA 442 ( Tickfaw)</b>			
Parish: Tangipahoa	Type of Improvement: Intersection Offset Improve			
Sponsor: DOTD	Construction Year: <b>Tier II (Federal Fiscal Year 2023 - 2032)</b>			
Category:	Length:	Route:	Goal: 1 2	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	Fed/State	\$4,000,000	\$4,400,000	\$3,520,000
<b>Tier II</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

# Tangipahoa

## Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: *	Project Title: <b>Range Rd. at Old Covington Hwy</b>			
Parish: Tangipahoa	Type of Improvement: Roundabout			
Sponsor: Tangipahoa	Construction Year: <b>Tier II (Federal Fiscal Year 2023 - 2032)</b>			
Category:	Length:	Route:	Goal: 1 3	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	LRSP	\$2,500,000	\$2,750,000	\$2,750,000
<b>Tier II</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
	\$0	\$2,500,000	\$2,750,000	\$2,750,000

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

### Tier II (Federal Fiscal Year 2023 - 2032)

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity



# Tangipahoa

## Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: <b>H.008399</b>	Project Title: <b>US 51 Business (LA 22 - Club Delux Rd)</b>			
Parish: Tangipahoa	Type of Improvement: Widen to 4 Lanes			
Sponsor: DOTD	Construction Year: <b>Tier II (Federal Fiscal Year 2023 - 2032)</b>			
Category: Capacity	Length: 2.62	Route: US51X	Goal: 2 3	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>E</b>	STP<200K	\$800,000	\$800,000	\$640,000
<b>FFY 2019</b>				
<b>R/W</b>	STP<200K	\$1,200,000	\$1,200,000	
<b>FFY 2023</b>				
<b>U</b>	STP<200K	\$400,000	\$400,000	\$320,000
<b>FFY 2022</b>				
<b>C</b>	Fed/State	\$58,000,000	\$63,800,000	\$51,040,000
<b>Tier II</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
	\$14,200,000	\$60,400,000	\$66,200,000	\$52,000,000

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

# Tangipahoa

## Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: <b>H.008915</b>	Project Title: <b>LA 3234 Ext from LA 1065 - Hammond Airport</b>			
Parish: Tangipahoa	Type of Improvement: Four lane extension			
Sponsor: DOTD	Construction Year: <b>Tier II (Federal Fiscal Year 2023 - 2032)</b>			
Category:	Length: .01	Route: La3234	Goal: 3 5	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	Fed/State	\$27,500,000	\$30,250,000	\$24,200,000
<b>Tier II</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
	\$6,050,000	\$27,500,000	\$30,250,000	\$24,200,000

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

### Tier II (Federal Fiscal Year 2023 - 2032)

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

# Tangipahoa

## Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: <b>H.011401</b>	Project Title: <b>US 51: W. Univ Ave To I-55 Corridor Study (Hammond)</b>			
Parish: Tangipahoa	Type of Improvement: Corridor/Traffic Study For Accessman And			
Sponsor: DOTD	Construction Year: <b>Tier II (Federal Fiscal Year 2023 - 2032)</b>			
Category: Safety	Length: 3.3	Route: US 51	Goal: 1 3 5	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>SDY</b>	HSIPPEN	\$372,000	\$372,000	\$372,000
<b>Tier II</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
Y	\$0	\$372,000	\$372,000	\$372,000

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

### Tier II (Federal Fiscal Year 2023 - 2032)

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

### Tier II (Federal Fiscal Year 2023 - 2032)

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

### Tier II (Federal Fiscal Year 2023 - 2032)

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

# Tangipahoa

## Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: <b>H.011858</b>	Project Title: <b>Hammond: JW Davis &amp; CM Fagan SW</b>			
Parish: Tangipahoa	Type of Improvement: Sidewalks			
Sponsor: Hammond	Construction Year: <b>Tier II (Federal Fiscal Year 2023 - 2032)</b>			
Category: Enhancement	Length:	Route:	Goal: 1 3 5 6	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	TAP<200K	\$570,000	\$627,000	\$501,600
<b>Tier II</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
	\$125,400	\$570,000	\$627,000	\$501,600

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity



# Tangipahoa

## Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: <b>H.012071</b>	Project Title: <b>US 51: Yellow River Bridge</b>			
Parish: Tangipahoa	Type of Improvement: Bridge Replacement			
Sponsor: DOTD	Construction Year: <b>Tier II (Federal Fiscal Year 2023 - 2032)</b>			
Category: Preservation	Length: .2	Route: US 51	Goal: 2	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	NHPP	\$2,017,000	\$2,218,700	\$1,774,960
<b>Tier II</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
	\$443,740	\$2,017,000	\$2,218,700	\$1,774,960

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

# Tangipahoa

## Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: <b>H.012996</b>	Project Title: <b>LA 10: I-55 COA to US 51</b>			
Parish: Tangipahoa	Type of Improvement: Thin Lift Overlay			
Sponsor: DOTD	Construction Year: <b>Tier II (Federal Fiscal Year 2023 - 2032)</b>			
Category: Preservation	Length: .92	Route: LA 10	Goal: 2	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	STPFLEX	\$128,000	\$140,800	\$112,640
<b>Tier II</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
	\$28,160	\$128,000	\$140,800	\$112,640

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

# Tangipahoa

## Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: <b>H.013007</b>	Project Title: <b>Dist 062: ABC Br. Replace Tangipahoa Parish</b>				
Parish: Tangipahoa	Type of Improvement: Bridge Replacement				
Sponsor: DOTD	Construction Year: <b>Tier II (Federal Fiscal Year 2023 - 2032)</b>				
Category: Preservation Brid	Length:	Route:	Goal: 2 0 0 0 0 0	UA: ST	
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>	
<b>C</b>	STPFLEX	\$2,600,000	\$2,860,000	\$2,288,000	
<b>Tier II</b>					
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>	
	\$572,000	\$2,600,000	\$2,860,000	\$2,288,000	

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

# Tangipahoa

## Tier II (Federal Fiscal Year 2023 - 2032)

Project No.: <b>H.013163</b>	Project Title: <b>Wadesboro Road Over Unnamed Creek</b>			
Parish: Tangipahoa	Type of Improvement: Bridge Replacement No New Alignment			
Sponsor: DOTD	Construction Year: <b>Tier II (Federal Fiscal Year 2023 - 2032)</b>			
Category: Preservation	Length: .01	Route:	Goal: 2	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	FBR-OFF	\$317,000	\$348,700	\$278,960
<b>Tier II</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
	\$69,740	\$317,000	\$348,700	\$278,960

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

### Tier II (Federal Fiscal Year 2023 - 2032)

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

# Tangipahoa

## Tier III (Federal Fiscal Year 2033- 2048)

Project No.:	Project Title: <b>I-55 at US 190</b>			
Parish: Tangipahoa	Type of Improvement: I/C Improvements (NW Quadrant)			
Sponsor: DOTD	Construction Year: <b>Tier III (Federal Fiscal Year 2033- 2048)</b>			
Category:	Length:	Route:	Goal: 1 2	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	Fed/State	\$10,000,000	\$11,000,000	\$9,900,000
<b>Tier III</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
	\$1,100,000	\$10,000,000	\$11,000,000	\$9,900,000

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

### Tier III (Federal Fiscal Year 2033- 2048)

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

# Tangipahoa

## Tier III (Federal Fiscal Year 2033- 2048)

Project No.:	Project Title: <b>I-55/ LA 22 Interchange Rehab</b>			
Parish: Tangipahoa	Type of Improvement: Rehab Interchange			
Sponsor: DOTD	Construction Year: <b>Tier III (Federal Fiscal Year 2033- 2048)</b>			
Category:	Length:	Route:	Goal: 1 2 5	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	Fed/State	\$25,000,000	\$27,500,000	\$24,750,000
<b>Tier III</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
	\$2,750,000	\$25,000,000	\$27,500,000	\$24,750,000

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity



# Tangipahoa

## Tier III (Federal Fiscal Year 2033- 2048)

Project No.:	Project Title: <b>I-55 / I-12 Interchange Rehab</b>			
Parish: Tangipahoa	Type of Improvement: Rehab Interchange			
Sponsor: DOTD	Construction Year: <b>Tier III (Federal Fiscal Year 2033- 2048)</b>			
Category:	Length:	Route:	Goal: 1 2 5	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	Fed/State	\$50,000,000	\$55,000,000	\$49,500,000
<b>Tier III</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
	\$5,500,000	\$50,000,000	\$55,000,000	\$49,500,000

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

# Tangipahoa

## Tier III (Federal Fiscal Year 2033- 2048)

Project No.:	Project Title: <b>Firetower Rd Interchange w/I-12</b>			
Parish: Tangipahoa	Type of Improvement: New Interchange			
Sponsor: DOTD	Construction Year: <b>Tier III (Federal Fiscal Year 2033- 2048)</b>			
Category:	Length:	Route:	Goal:	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	Fed/State	\$60,000,000	\$66,000,000	\$52,800,000
<b>Tier III</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
	\$13,200,000	\$60,000,000	\$66,000,000	\$52,800,000

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

# Tangipahoa

### Tier III (Federal Fiscal Year 2033- 2048)

Project No.:	Project Title: I-12: LA 1249 - LA 445, Widening			
Parish: Tangipahoa	Type of Improvement: Widen 6 lanes			
Sponsor: DOTD	Construction Year: Tier III (Federal Fiscal Year 2033- 2048)			
Category:	Length:	Route:	Goal:	UA: ST
<div>Work Phase/Year</div> <div>C</div> <div>Tier III</div>	Funding Source	Cost Estimate	Contingency (10%)	Federal Share
	NHPP	\$50,000,000	\$55,000,000	\$49,500,000
STIP Line Item	Non-Federal Total	Total Cost	Total Contingency	Federal Total
	\$5,500,000	\$50,000,000	\$55,000,000	\$49,500,000

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

# Tangipahoa

## Tier III (Federal Fiscal Year 2033- 2048)

Project No.:	Project Title: <b>LA 445 Improvements, LA 22 - LA 40</b>			
Parish: Tangipahoa	Type of Improvement: Widen/Harden LA 445			
Sponsor: DOTD	Construction Year: <b>Tier III (Federal Fiscal Year 2033- 2048)</b>			
Category:	Length:	Route:	Goal: 2 3 4 5	UA: ST
<b>Work Phase/Year</b>	<b>Funding Source</b>	<b>Cost Estimate</b>	<b>Contingency (10%)</b>	<b>Federal Share</b>
<b>C</b>	Fed/State	\$42,000,000	\$46,200,000	\$36,960,000
<b>Tier III</b>				
STIP Line Item	<b>Non-Federal Total</b>	<b>Total Cost</b>	<b>Total Contingency</b>	<b>Federal Total</b>
	\$9,240,000	\$42,000,000	\$46,200,000	\$36,960,000

Goals: 1=Safety, 2=State of Good Repair, 3= Livability, 4= Stewardship, 5=Economic Development, 6= Equity

### 2019 Tangipahoa Transportation Improvement Program - Transit Element

Project	Cost	Section 5307	Section 5310	Section 5311	Total Federal	Local Match	Comments
Operating Assistance (Urban)	\$660,000	\$330,000			\$330,000	\$330,000	
Bus Stop and Bus Facilities	\$150,000	\$120,000			\$120,000	\$30,000	
Transit Associated Improvements	\$312,500	\$250,000			\$250,000	\$62,500	
Vehicle Replacement	\$277,500	\$250,000			\$250,000	\$62,500	
<b>Total</b>	<b>\$1,400,000.0</b>	<b>\$950,000.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$950,000.0</b>	<b>\$485,000.0</b>	

### 2020 Tangipahoa Transportation Improvement Program - Transit Element

Project	Cost	Section 5307	Section 5310	Section 5311	Total Federal	Local Match	Comments
Operating Assistance (Urban)	\$660,000	\$330,000			\$330,000	\$330,000	
Bus Stop and Bus Facilities	\$150,000	\$120,000			\$120,000	\$30,000	
Transit Associated Improvements	\$312,500	\$250,000			\$250,000	\$62,500	
Vehicle Replacement	\$277,500	\$250,000			\$250,000	\$62,500	
<b>Total</b>	<b>\$1,400,000.0</b>	<b>\$950,000.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$950,000.0</b>	<b>\$485,000.0</b>	

### 2021 Tangipahoa Transportation Improvement Program - Transit Element

Project	Cost	Section 5307	Section 5310	Section 5311	Total Federal	Local Match	Comments
Operating Assistance (Urban)	\$660,000	\$330,000			\$330,000	\$330,000	
Bus Stop and Bus Facilities	\$150,000	\$120,000			\$120,000	\$30,000	
Transit Associated Improvements	\$312,500	\$250,000			\$250,000	\$62,500	
Vehicle Replacement	\$277,500	\$250,000			\$250,000	\$62,500	
<b>Total</b>	<b>\$1,400,000.0</b>	<b>\$950,000.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$950,000.0</b>	<b>\$485,000.0</b>	

### 2022 Tangipahoa Transportation Improvement Program - Transit Element

Project	Cost	Section 5307	Section 5310	Section 5311	Total Federal	Local Match	Comments
Operating Assistance (Urban)	\$660,000	\$330,000			\$330,000	\$330,000	
Bus Stop and Bus Facilities	\$150,000	\$120,000			\$120,000	\$30,000	
Transit Associated Improvements	\$312,500	\$250,000			\$250,000	\$62,500	
Vehicle Replacement	\$277,500	\$250,000			\$250,000	\$62,500	
<b>Total</b>	<b>\$1,400,000.0</b>	<b>\$950,000.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$950,000.0</b>	<b>\$485,000.0</b>	



Tier 2 & 3 Metropolitan Transportation Plan - Tangipahoa Urbanized Area					
Transit Element - Financially Constrained					
TIER 2 - FY 2023 - 2032					
Project	Cost (\$1000s)	Section 5307	Section 5311	Total Federal	Total Local
Operating Expenses - Urban Program	11,362.2	5,681.1		5,681.1	5,681.1
Operating Expenses - Rural Program	5,560.0		2,780.0	2,780.0	2,780.0
Preventive Maintenance	625.0	500.0		500.0	125.0
Capital Investments	1,562.3	1,250.0		1,250.0	312.3
<b>TOTAL TIER 2</b>	<b>19,109.5</b>	<b>7,431.1</b>	<b>2,780.0</b>	<b>10,211.1</b>	<b>8,898.4</b>
TIER 3 - FY 2033 - 2047					
Project	Cost (\$1000s)	Section 5307	Section 5311	Total Federal	Total Local
Operating Expenses - Urban Program	17,043.0	8,521.5		8,521.5	8,521.5
Operating Expenses - Rural Program	8,340.0		4,170.0	4,170.0	4,170.0
Preventive Maintenance	937.5	750.0		750.0	187.5
Capital Investments	2,343.8	1,875.0		1,875.0	468.8
<b>TOTAL TIER 3</b>	<b>28,664.3</b>	<b>11,146.5</b>	<b>4,170.0</b>	<b>15,316.5</b>	<b>13,347.8</b>

